



SHESTAKOV

Yacht Sales

63GT - HATTERAS



Builder:

Hatteras

Model:

63GT

LOA:

63' 0" (19.20 m)

Beam:

20' 0" (6.10 m)

Water Capacity:

270 Gallons

Fuel Capacity:

2150 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

Engines:

2

Manufacturer:

MTU

Engine Type:

Inboard

Fuel Type:

Diesel

If you would like to buy a yacht **63GT - Hatteras** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

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OVERVIEW

63GT from Hatteras is a motor yacht in the motor yacht class segment, built on a fiberglass and plastic hull platform. Measuring 63 ft (19.2 m) LOA with a 20 ft (6.1 m) beam and powered by twin MTU inboard diesel engines, it delivers the dimensions and systems expected for extended, serious cruising.

Selecting a 63GT

Finding the right yacht depends on expert advice. The 63GT blends a 63 ft hull with a generous 20 ft beam to maximize interior volume and onboard stability, while twin MTU inboard diesels supply reliable propulsion. As a motor yacht within the motor yacht class and constructed with a fiberglass and plastic hull, it suits owners prioritizing longevity and efficient operation. Coordinate with Andrey Shestakov and the Shestakov Yacht Sales team to align the 63GT with your cruising goals, viewing preferences, and financial plan.

Features of the Model

- Category alignment: a motor yacht positioned within the motor yacht class segment
- Dimensions: 63 ft (19.2 m) LOA; 20 ft (6.1 m) beam
- Power: twin MTU inboard diesel engines
- Hull: fiberglass and plastic construction
- Deck material: Fiberglass
- Capacities: 2,150 gal fuel; 270 gal water
- Built by Hatteras

Technical Specifications

- Builder: Hatteras
- Model: 63GT
- Category: motor yacht / motor yacht class
- Hull: fiberglass and plastic
- Deck material: Fiberglass
- LOA: 63 ft (19.2 m)
- Beam: 20 ft (6.1 m)
- Engines: 2 x MTU
- Engine type: Inboard
- Fuel: Diesel
- Fuel capacity: 2,150 gal
- Water capacity: 270 gal

Pricing and Ordering

For up-to-date pricing, availability, and to schedule inspections of the 63GT by Hatteras, contact Andrey Shestakov at Shestakov Yacht Sales. Our brokerage will assist with market research, negotiation strategy, and the paperwork required to acquire the right motor yacht in the motor yacht class category built on a fiberglass and plastic hull.

Questions and Answers

- Q: What type of yacht is the 63GT by Hatteras? A: It's classified as a motor yacht within the motor yacht class, built on a fiberglass and plastic hull for strength and longevity. That designation helps set expectations for layout, use, and resale value.
- Q: What are the key dimensions of the 63GT? A: The vessel's **LOA** is 63 ft (19.2

m) and its **Beam** measures 20 ft (6.1 m), delivering the room and deck area owners typically want in this size bracket.

- Q: What powers the 63GT? A: Propulsion is provided by **twin MTU** engines in an **Inboard** setup running on **Diesel**, chosen for their proven reliability and service support.
- Q: What are the onboard capacities? A: The yacht is outfitted with a **Fuel capacity** of 2,150 gal and a **Water capacity** of 270 gal, supporting extended passages between refueling and water resupply.
- Q: How do I buy or list a 63GT with Shestakov Yacht Sales? A: Contact **Andrey Shestakov** at **Shestakov Yacht Sales** for professional support with surveys, offers, and closing. We customize searches and marketing for boats in the motor yacht and motor yacht class sectors, including models built with fiberglass and plastic hulls.

Owner Experience Review

The 63GT from Hatteras comes across as purpose-designed for either owner-operators or tournament crews. The cockpit layout, with mezzanine seating, the option for a recirculating livewell, and twin refrigerated fish boxes, supports demanding offshore days; meanwhile the salon-level island galley, expansive dinette, and very large windows make converting to family cruising and entertaining straightforward. Factory options added notable flexibility, including three- or four-stateroom floorplans and an enclosed bridge that provides an air-conditioned helm and unobstructed sightlines; the flybridge helm also earns praise for its ergonomic layout and room for substantial electronics stacks.

On the water, professional evaluations noted the 63GT managed Gulf Stream conditions—3–5 feet nearshore escalating to 8–10 feet offshore—with relatively short roll periods and smooth transitions, delivering a comfortable beam-to-beam ride. Reported performance figures are consistent: cruising

speeds in the mid-30s and a top speed around 41 knots, and operational range supported by roughly 1,900 gallons of usable fuel for extended runs. Handling is another strength: a mechanical differential-steering arrangement tightens the turning radius, and the stern's modest lift in reverse permits backing at speeds exceeding roughly 9 knots.

From an ownership viewpoint, ease of maintenance stands out. The engine room is genuinely serviceable, and construction choices such as a resin-infused hull and stringers plus a single integral ABS-spec centerline tank emphasize longevity and straightforward upkeep. Owners on forums note the expected tradeoffs: large V12 engines supply the requisite speed but increase operating expense, fuel consumption rises quickly once above planing rpm, and many owners concentrate on finding efficient rpm "sweet spots." Common owner upgrades include bridge seating, electronics updates, and occasional stabilizer retrofits, while access to components and familiar Hatteras systems is often cited. One forum contributor also reminded readers that interior feel is personal—"my wife likes the 64 better than the 63."

Pros and Cons

- Proven comfort in 3–5' building to 8–10' Gulf Stream seas with gentle transitions and a stable beam-to-beam ride.
- Mid-30-knot cruise and ~41-knot top end, backed by ~1,900 gallons of fuel for extended runs.
- Precise handling and strong serviceability: tighter turns via mechanical differential steering and an engine room designed for real access.
- Big twin V12s (e.g., C32s) deliver speed but bring high operating costs, and fuel burn climbs rapidly above planing rpm.
- Best efficiency is on plane, so slow "trawler-speed" economy is not its forte.
- Interior/layout preferences are subjective; a forum owner noted his wife preferred the 64 to the 63.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/ Max)	Gross Tonnage
63GT	63' 0" (19.20 m)	20' 0" (6.10 m)			
Flybridge Motor Yacht	130' 0" (39.62 m)	25' 0" (7.62 m)	20' 6" (6.25 m) – 21' 4" (6.50 m)	14 kn / 22 kn	272
45 Express Sportfish	45' 0" (13.72 m)	16' 0" (5.03 m)	13' 1" (4 m)	30 kn / 40 kn	
60 Motor Yacht	60' 0" (18.52 m)	18' 0" (5.54 m)	16' 5" (5 m)		
LAMPHRE YACHTS CUSTOM	75' 0" (22.86 m)	19' 0" (5.82 m)	26' 3" (8 m)		
60 Convertible	60' 0" (18.31 m)	17' 0" (5.28 m)	16' 2" (4.92 m)	30 kn / 36 kn	
53	53' 0" (16.15 m)	15' 0" (4.83 m)	14' 9" (4.50 m)		
Long Range Cruiser	48' 0" (14.63 m)	16' 0" (5.03 m)	15' 4" (4.67 m)	7.5 kn / 9.5 kn	
65 Convertible	65' 0" (19.81 m)	18' 0" (5.49 m)	17' 9" (5.42 m)	32 kn	
M90 PANACERA	97' 0" (29.57 m)	22' 0" (6.86 m)	19' 8" (6 m) – 20' 4" (6.20 m)	16 kn / 22 kn	174

SPECIFICATIONS

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63' 0" (19.20 m)

Water Capacity:

270 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Engines:

2

Engine Type:

Inboard

Beam:

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Fuel Capacity:

2150 Gallons

Deck Material:

Fiberglass

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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